



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution and Authorize the Mayor to Sign the Resolution to Implement Local Government Control Measures in the Severe Area Ozone Plan for the San Joaquin Valley

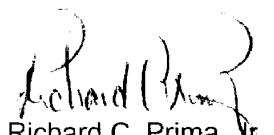
MEETING DATE: April 3, 2002

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution and authorize the mayor to sign the Resolution to Implement Local Government Control Measures in the Severe Area Ozone Plan for the San Joaquin Valley.

BACKGROUND INFORMATION: The San Joaquin Valley, of which San Joaquin County and Lodi are part, has been designated "severe" for ozone non-conformity. Only the Los Angeles Air Basin, which is "extreme" for ozone, is worse in the country. The San Joaquin Valley has looked at an exhaustive list of Reasonably Available Control Measures (RACM) to implement in the San Joaquin Valley. Because numerous lawsuits have been filed against sixteen states and their RACM process, the San Joaquin Valley has gone through this extensive process in order to comply with the Federal Clean Air Act. Attached are the measures that staff feels are not feasible for implementation by the City of Lodi and other measures that we feel are feasible. More information on the measures staff is recommending will be provided to Council at this meeting.

FUNDING: Not applicable.


Richard C. Prima, Jr.
Public Works Director

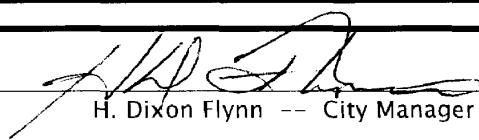
Prepared by Carlos Tobar, Transportation Manager

RCP/CT/pmf

Attachments

cc: City Attorney
City Manager
Julia Greene, SJCOG

APPROVED: _____


H. Dixon Flynn -- City Manager

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF LODI APPROVING IMPLEMENTATION OF LOCAL
GOVERNMENT CONTROL MEASURES IN THE SEVERE
AREA OZONE PLAN FOR THE SAN JOAQUIN VALLEY

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WHEREAS, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has been designated by the Governor of California as the regional air quality planning agency in San Joaquin Valley; and

WHEREAS, the San Joaquin Valley nonattainment area has been reclassified as a Severe Area for ozone according to the Clear Air Act; and

WHEREAS, the Severe Area Ozone Plan is required to include Reasonably Available Control Measures; and

NOW, THEREFORE BE IT RESOLVED BY THE CITY OF LODI as follows:

SECTION 1. That the Council of the City of Lodi agrees to proceed with a good faith effort to implement the measures identified in Exhibit A which is part of this resolution.

SECTION 2. That the Council of the City of Lodi commits to implement the measures as scheduled and with the funding sources identified. Recognizing, however, that the availability of necessary funding may depend on the funding programs or processes of various state and federal agencies, the City of Lodi agrees to consider modifications of the funding or schedules for implementation actions, if necessary.

Dated: April 3, 2002

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I hereby certify that Resolution No. 2002-_____ was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 3, 2002 by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk

2002-06

Explanations for Non-Commitment to Control Measures

SJC1.1 Regional Express Bus Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.2 Transit Access to Airports

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.3 Study Benefits of Bus Retrofit Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.4 Mass Transit Alternatives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.5 Expansion of Public Transportation Systems

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.6 Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.7 Free (to the Public) Transit during Special Events

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.9 Increase Parking at Transit Centers or Stops

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.1 Commute Solutions

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.2 Parking Cash-Out

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.3 Employer Rideshare Program Incentives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.5 Preferential Parking for Carpools and Vanpools

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.8 Purchase Vans for Vanpools

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.16 Telecommuting

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC5.1 Develop Intelligent Transportation Systems

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC5.4 Site-Specific Transportation Control Measures

The City of Lodi already works with real-estate developers; however, there is no way to predict a schedule or funding sources for these measures. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.6 Reversible Lanes

Reversible lanes have been studied, but not adopted because of the adverse economic impact they would have. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.7 One Way Streets

The City studied these measures during the downtown revitalization project of the mid-90's. It would have been counterproductive to the revitalization efforts. The City of Lodi does not find it to be fiscally or feasible to implement this measure.

SJC5.8 On-Street Parking Restrictions

The City of Lodi evaluates locations on an on-going basis; however, it is not possible to predict a schedule or funding for this measure. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.9 Bus Pullouts in Curbs for Passenger Loading

Bus pullouts in Lodi are not economically feasible because it is an older city with many of the homes and businesses at the back of the sidewalk. However, the City does alleviate traffic on the State Highway 12 by routing the city buses on-site of the Target and Wal-Mart shopping centers.

SJC5.10 Additional Freeway Service Patrol

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports Caltrans efforts.

SJC5.17 Freeway Bottleneck Improvements (Add Lanes, Construct Shoulders, Etc.)

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports Caltrans efforts.

SJC6.1 Park and Ride Lots

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's and Caltrans efforts.

SJC6.2 Park and Ride Lots Serving Perimeter Counties

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC7.3 Involve School Districts to Encourage Walking/Bicycling to School

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the school district's efforts.

SJC7.4 Adjust School Hours so They Do Not Coincide with Peak Traffic Periods and Ozone Seasons

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the school district's efforts.

SJC7.11 AutoRestricted Zones

The City of Lodi does not have any high emissions or congestion concentrated in any location that would warrant this measure. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure.

SJC8.1 Financial Incentives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC8.2 Internet Ridematching Services

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments Commute Connection and the regional transit district's efforts.

SJC8.3 Preferential Parking for Carpoolers

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.4 Credits and Incentives for Carpoolers

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.5 Encourage Employers to Provide Vehicles to Carpoolers for Running Errands or Emergencies

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.6 Subscription Services

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC9.5 Encouragement of Bicycle Travel

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

SJC10.2 Bike Racks on Buses

This measure would be better served by implementation at the regional level. The City of Lodi's transit buses already have bicycle racks on the fixed-route buses. It would not be feasible to install bike racks on Dial-A-Ride buses because the service is door-to-door. The City of Lodi supports the regional transit district's efforts.

SJC13.1 Alternative Work Schedules

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC13.2 Modifications of Work Schedules

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC13.3 Telecommunications-Telecommuting

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the employers' efforts.

SJC13.4 Telecommunications-Teleconferencing

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC14.6 Transportation for Livable Communities (TLC)/Housing Incentive Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

SJC15.1 Encouragement of Pedestrian Travel

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

SJC17.1 Enforcement of Traffic, Parking and Air Pollution Regulations

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the air district's efforts.

SJC17.6 Satellite Campuses

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

TCM3 Rideshare Programs

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments efforts.

EPA Commute Benefits

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments efforts.

District Heavy Duty Engine Emission Reduction Incentive Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the air district's efforts.

Commitment to Control Measures

Measure Title: SJC3.9: Encourage Merchants and Employers to Subsidize the Cost of Transit for Employees

Measure Description: This measure provides outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.

Measure Title: SJC5.2: Coordinate Traffic Signal Systems

Measure Description: This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.

Measure Title: SJC5.3: Reduce Traffic Congestion at Major Intersections

Measure Description: This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.

Measure Title: SJC5.16: Adaptive Traffic Signals and Signal Timing

Measure Description: This measure is self-explanatory.

Measure Title: SJC9.1: Establish Auto-Free Zones and Pedestrian Malls

Measure Description: This measure establishes auto-free zones and pedestrian malls where appropriate.

Measure Title: SJC9.2: Encouragement of Pedestrian Travel

Measure Description: This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips. Promotion of pedestrian travel could be included in air pollution public awareness efforts to remind people of this basic alternative.

Measure Title: SJC9.3: Bicycle/Pedestrian Program

Measure Description: This measure funds high priority projects in countywide plans consistent with funding availability.

Measure Title: SJC9.4: Close Certain Roads for Use by Non-Motorized Traffic

Measure Description: This measure provides that during special events, weekends, or certain times of day, some roads be closed to all but non-motorized traffic, when/where appropriate.

Measure Title: SJC9.8: Close Streets for Special Events for Use by Bikes and Pedestrians When/Where Appropriate

Measure Description: This measure is self-explanatory.

Measure Title: SJC10.4: Development of Bicycle Travel Facilities

Measure Description: This measure encourages a variety of capital improvements to increase bicycle use.

Measure Title: SJC14.3: Land Use/Development Alternatives

Measure Description: This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses (e.g., residential-commercial). Shorter trip lengths ultimately relieve traffic congestion and improve air quality.

Measure Title: SJC15.2: Pedestrian and Bicycle Overpasses Where Safety Dictates

Measure Description: This measure provides for ongoing implementation as development occurs.

Measure Title: TCM1: Traffic Flow Improvements

Measure Description: The CMAQ program is a major funding source for traffic flow improvements. Ongoing flow improvements include commuter rail, a number of signalization improvements, and various corridor improvements.

Measure Title: TCM4: Bicycle Programs

Measure Description: CMAQ and TEA programs are used to fund bicycle projects throughout the county.

Measure Title: TCM5: Alternative Fuels Program

Measure Description: Alternative Fuels Programs are not defined as TCMs, rather they are mobile source control programs. SJCOG has encouraged the use of alternate fuels in our CMAQ programming process.

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Measure Title: SJC3.9: Encourage Merchants and Employers to Subsidize the Cost of Transit for Employees

Measure Description: This measure provides outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure will depend on local employers. The City can encourage the employers to participate. This measure can be studied within 24 months.

Funding Allocated to Measure and Source: The City of Lodi's Transportation and/or General Fund can absorb the staff costs associated with evaluating this measure.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC5.2: Coordinate Traffic Signal Systems

Measure Description: This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently designing the Lodi Avenue Signal Interconnect Project. Project should be complete within 48 months. Project requires coordination with the Central California Traction Company. No other locations have been identified as needing synchronized traffic signals.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete project so it applied for and received Congestion Mitigation and Air Quality Funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC5.3: Reduce Traffic Congestion at Major Intersections

Measure Description: This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on the time constraints of funding sources. For example, the STIP funding received for the Kettleman Lane (Highway 12) Gap Closure is not available until 2006. Since state and federal funding is required for these projects, the schedules are nearly impossible to predict. In addition to improving congestion at Highway 12 and Mills Avenue and Highway 12 and Tienda Drive, the project will add dual left-turn lanes at Tienda Drive into the Sunwest Marketplace. The single left turn lane is causing major traffic congestion now. Additionally, the City has utilized Hazard Elimination and Safety Grants to reduce traffic congestion at other Kettleman Lane (Highway 12) locations. The City will continue to evaluate other locations as the needs arise.

Funding Allocated to Measure and Source: The City of Lodi has committed Measure K funds for the Kettleman Lane Gap Closure Project as a local match for STIP funding. Without the STIP funding the project would not be economically feasible. Additionally, all the Kettleman Lane (Highway 12) improvements have been done with federal funds. Without the federal grants, the projects would not be economically feasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC5.16: Adaptive Traffic Signals and Signal Timing

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently designing the Lodi Avenue Signal Interconnect Project. Project should be complete within 48 months. Project requires coordination with the Central California Traction Company. No other locations have been identified as needing synchronized traffic signals. Additionally, the City has actuated signals at all but one traffic signal. The last actuated signal at Church and Lockeford does not have available funding. Once funding is identified and appropriated to the project, it can become actuated within six months.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete project so it applied for and received Congestion Mitigation and Air Quality Funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects. No available funding exists for an actuated signal at Church and Lockeford Streets.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.1: Establish Auto-Free Zones and Pedestrian Malls

Measure Description: This measure establishes auto-free zones and pedestrian malls where appropriate.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.2: Encouragement of Pedestrian Travel

Measure Description: This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips. Promotion of pedestrian travel could be included in air pollution public awareness efforts to remind people of this basic alternative.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on funding availability. The City allocates \$25,000 per year from Measure K funds. If Measure K is not reauthorized this measure would not be economically feasible to implement.

Funding Allocated to Measure and Source: The City of Lodi's General Fund covers the engineering costs for evaluating locations for sidewalk installations. \$25,000 of Measure K funds are allocated to sidewalk installations where none exist.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.3: Bicycle/Pedestrian Program

Measure Description: This measure funds high priority projects in countywide plans consistent with funding availability.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depends on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The city utilizes gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.4: Close Certain Roads for Use by Non-Motorized Traffic

Measure Description: This measure provides that during special events, weekends, or certain times of day, some roads be closed to all but non-motorized traffic, when/where appropriate.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.8: Close Streets for Special Events for Use by Bikes and Pedestrians When/Where Appropriate

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC10.4: Development of Bicycle Travel Facilities

Measure Description: This measure encourages a variety of capital improvements to increase bicycle use.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depends on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The city utilizes gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC14.3: Land Use/Development Alternatives

Measure Description: This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses (e.g., residential-commercial). Shorter trip lengths ultimately relieve traffic congestion and improve air quality.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The implementation of this measure will depend on how quickly the new Redevelopment Agency in Lodi can help deliver projects. The redevelopment agency is just getting started and since the city has never had one, it is difficult to predict when we will see projects. However, because the Lodi Station is now completed and is in the heart of the city, the city is encouraging high-density housing and light commercial near the station. The developers, though, will need to be convinced that building housing near the station is the best for all Lodi residents.

Funding Allocated to Measure and Source: The housing development and light commercial construction costs will be borne by the real-estate developers. The City of Lodi will use Redevelopment Agency funds to pay for staff to encourage land use patterns that will support the Lodi Station.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC15.2: Pedestrian and Bicycle Overpasses Where Safety Dictates

Measure Description: This measure provides for ongoing implementation as development occurs.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on available funding and working with Union Pacific Railroad and the Public Utilities Commission.

Funding Allocated to Measure and Source: The City of Lodi has identified Century Boulevard as a good location for a pedestrian/bicycle overpass. However, the city has only received \$39,000 for design of the project. The city needs to find \$105,000 additional funds for design and \$1.2 million for construction.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: TCM1: Traffic Flow Improvements

Measure Description: The CMAQ program is a major funding source for traffic flow improvements. Ongoing flow improvements include commuter rail, a number of signalization improvements, and various corridor improvements.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently designing the Lodi Avenue Signal Interconnect Project. Project should be complete within 48 months. Project requires coordination with the Central California Traction Company. No other locations have been identified as needing synchronized traffic signals.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete project so it applied for and received Congestion Mitigation and Air Quality Funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: TCM4: Bicycle Programs

Measure Description: CMAQ and TEA programs are used to fund bicycle projects throughout the county.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depends on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The city utilizes gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds

disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: TCM5: Alternative Fuels Program

Measure Description: Alternative Fuels Programs are not defined as TCMs, rather they are mobile source control programs. SJCOG has encouraged the use of alternate fuels in our CMAQ programming process.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has already been studied. The City of Lodi was required to submit a plan for its heavy-duty buses: alternative fuel path or zero emission path. The City of Lodi chose the alternative fuel path and is in full compliance. The City's entire bus fleet will be alternatively fueled (Compressed Natural Gas-CNG) upon the arrival of six new CNG buses that were ordered in the winter of 2002.

Funding Allocated to Measure and Source: The City used CMAQ funds from the air district and SJCOG to implement this measure. In order to replace existing CNG buses in the future, or to purchase expansion CNG buses, sufficient federal funding will need to be available.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

RESOLUTION NO. 2002-77

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF LODI APPROVING IMPLEMENTATION OF LOCAL
GOVERNMENT CONTROL MEASURES IN THE SEVERE
AREA OZONE PLAN FOR THE SAN JOAQUIN VALLEY

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WHEREAS, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has been designated by the Governor of California as the regional air quality planning agency in San Joaquin Valley; and

WHEREAS, the San Joaquin Valley nonattainment area has been reclassified as a Severe Area for ozone according to the Clear Air Act; and

WHEREAS, the Severe Area Ozone Plan is required to include Reasonably Available Control Measures.

NOW, THEREFORE BE IT RESOLVED BY THE CITY OF LODI as follows:

SECTION 1. That the Council of the City of Lodi agrees to proceed with a good faith effort to implement the measures identified in Exhibit A which is part of this resolution.

SECTION 2. That the Council of the City of Lodi commits to implement the measures as scheduled and with the funding sources identified. Recognizing, however, that the availability of necessary funding may depend on the funding programs or processes of various state and federal agencies, the City of Lodi agrees to consider modifications of the funding or schedules for implementation actions, if necessary.

Dated: April 3, 2002

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I hereby certify that Resolution No. 2002-77 was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 3, 2002 by the following vote:

AYES: COUNCIL MEMBERS – Howard, Land, Nakanishi, and Mayor Pennino

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – Hitchcock

ABSTAIN: COUNCIL MEMBERS – None



SUSAN J. BLACKSTON
City Clerk

Explanations for Non-Commitment to Control Measures

SJC1.1 Regional Express Bus Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.2 Transit Access to Airports

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.3 Study Benefits of Bus Retrofit Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.4 Mass Transit Alternatives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.5 Expansion of Public Transportation Systems

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.6 Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.7 Free (to the Public) Transit during Special Events

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC1.9 Increase Parking at Transit Centers or Stops

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.1 Commute Solutions

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.2 Parking Cash-Out

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.3 Employer Rideshare Program Incentives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.5 Preferential Parking for Carpools and Vanpools

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.8 Purchase Vans for Vanpools

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC3.16 Telecommuting

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC5.1 Develop Intelligent Transportation Systems

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC5.4 Site-Specific Transportation Control Measures

The City of Lodi already works with real-estate developers; however, there is no way to predict a schedule or funding sources for these measures. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.6 Reversible Lanes

Reversible lanes have been studied, but not adopted because of the adverse economic impact they would have. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.7 One Way Streets

The City studied these measures during the downtown revitalization project of the mid-90's. It would have been counterproductive to the revitalization efforts. The City of Lodi does not find it to be fiscally or feasible to implement this measure.

SJC5.8 On-Street Parking Restrictions

The City of Lodi evaluates locations on an on-going basis; however, it is not possible to predict a schedule or funding for this measure. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.9 Bus Pullouts in Curbs for Passenger Loading

Bus pullouts in Lodi are not economically feasible because it is an older city with many of the homes and businesses at the back of the sidewalk. However, the City does alleviate traffic on the State Highway 12 by routing the city buses on-site of the Target and Wal-Mart shopping centers.

SJC5.10 Additional Freeway Service Patrol

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports Caltrans efforts.

SJC5.17 Freeway Bottleneck Improvements (Add Lanes, Construct Shoulders, Etc.)

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports Caltrans efforts.

SJC6.1 Park and Ride Lots

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's and Caltrans efforts.

SJC6.2 Park and Ride Lots Serving Perimeter Counties

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC7.3 Involve School Districts to Encourage Walking/Bicycling to School

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the school district's efforts.

SJC7.4 Adjust School Hours so They Do Not Coincide with Peak Traffic Periods and Ozone Seasons

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the school district's efforts.

SJC7.11 AutoRestricted Zones

The City of Lodi does not have any high emissions or congestion concentrated in any location that would warrant this measure. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure.

SJC8.1 Financial Incentives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC8.2 Internet Ridematching Services

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments Commute Connection and the regional transit district's efforts.

SJC8.3 Preferential Parking for Carpoolers

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.4 Credits and Incentives for Carpoolers

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.5 Encourage Employers to Provide Vehicles to Carpoolers for Running Errands or Emergencies

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.6 Subscription Services

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC9.5 Encouragement of Bicycle Travel

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

SJC10.2 Bike Racks on Buses

This measure would be better served by implementation at the regional level. The City of Lodi's transit buses already have bicycle racks on the fixed-route buses. It would not be feasible to install bike racks on Dial-A-Ride buses because the service is door-to-door. The City of Lodi supports the regional transit district's efforts.

SJC13.1 Alternative Work Schedules

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC13.2 Modifications of Work Schedules

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC13.3 Telecommunications-Telecommuting

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the employers' efforts.

SJC13.4 Telecommunications-Teleconferencing

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the regional transit district's efforts.

SJC14.6 Transportation for Livable Communities (TLC)/Housing Incentive Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

SJC15.1 Encouragement of Pedestrian Travel

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

SJC17.1 Enforcement of Traffic, Parking and Air Pollution Regulations

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the air district's efforts.

SJC17.6 Satellite Campuses

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

TCM3 Rideshare Programs

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments efforts.

EPA Commute Benefits

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments efforts.

District Heavy Duty Engine Emission Reduction Incentive Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the air district's efforts.

Measure Title: SJC3.9: Encourage Merchants and Employers to Subsidize the Cost of Transit for Employees

Measure Description: This measure provides outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure will depend on local employers. The City can encourage the employers to participate. This measure can be studied within 24 months.

Funding Allocated to Measure and Source: The City of Lodi's Transportation and/or General Fund can absorb the staff costs associated with evaluating this measure.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC5.2: Coordinate Traffic Signal Systems

Measure Description: This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently designing the Lodi Avenue Signal Interconnect Project. Project should be complete within 48 months. Project requires coordination with the Central California Traction Company. No other locations have been identified as needing synchronized traffic signals.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete project so it applied for and received Congestion Mitigation and Air Quality Funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC5.3: Reduce Traffic Congestion at Major Intersections

Measure Description: This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on the time constraints of funding sources. For example, the STIP funding received for the Kettleman Lane (Highway 12) Gap Closure is not available until 2006. Since state and federal funding is required for these projects, the schedules are nearly impossible to predict. In addition to improving congestion at Highway 12 and Mills Avenue and Highway 12 and Tienda Drive, the project will add dual left-turn lanes at Tienda Drive into the Sunwest Marketplace. The single left turn lane is causing major traffic congestion now. Additionally, the City has utilized Hazard Elimination and Safety Grants to reduce traffic congestion at other Kettleman Lane (Highway 12) locations. The City will continue to evaluate other locations as the needs arise.

Funding Allocated to Measure and Source: The City of Lodi has committed Measure K funds for the Kettleman Lane Gap Closure Project as a local match for STIP funding. Without the STIP funding the project would not be economically feasible. Additionally, all the Kettleman Lane (Highway 12) improvements have been done with federal funds. Without the federal grants, the projects would not be economically feasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC5.16: Adaptive Traffic Signals and Signal Timing

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently designing the Lodi Avenue Signal Interconnect Project. Project should be complete within 48 months. Project requires coordination with the Central California Traction Company. No other locations have been identified as needing synchronized traffic signals. Additionally, the City has actuated signals at all but one traffic signal. The last actuated signal at Church and Lockeford does not have available funding. Once funding is identified and appropriated to the project, it can become actuated within six months.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete project so it applied for and received Congestion Mitigation and Air Quality Funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects. No available funding exists for an actuated signal at Church and Lockeford Streets.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.1: Establish Auto-Free Zones and Pedestrian Malls

Measure Description: This measure establishes auto-free zones and pedestrian malls where appropriate.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.2: Encouragement of Pedestrian Travel

Measure Description: This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips. Promotion of pedestrian travel could be included in air pollution public awareness efforts to remind people of this basic alternative.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on funding availability. The City allocates \$25,000 per year from Measure K funds. If Measure K is not reauthorized this measure would not be economically feasible to implement.

Funding Allocated to Measure and Source: The City of Lodi's General Fund covers the engineering costs for evaluating locations for sidewalk installations. \$25,000 of Measure K funds are allocated to sidewalk installations where none exist.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.3: Bicycle/Pedestrian Program

Measure Description: This measure funds high priority projects in countywide plans consistent with funding availability.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depends on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The city utilizes gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.4: Close Certain Roads for Use by Non-Motorized Traffic

Measure Description: This measure provides that during special events, weekends, or certain times of day, some roads be closed to all but non-motorized traffic, when/where appropriate.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC9.8: Close Streets for Special Events for Use by Bikes and Pedestrians When/Where Appropriate

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC10.4: Development of Bicycle Travel Facilities

Measure Description: This measure encourages a variety of capital improvements to increase bicycle use.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depends on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The city utilizes gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC14.3: Land Use/Development Alternatives

Measure Description: This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses (e.g., residential-commercial). Shorter trip lengths ultimately relieve traffic congestion and improve air quality.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The implementation of this measure will depend on how quickly the new Redevelopment Agency in Lodi can help deliver projects. The redevelopment agency is just getting started and since the city has never had one, it is difficult to predict when we will see projects. However, because the Lodi Station is now completed and is in the heart of the city, the city is encouraging high-density housing and light commercial near the station. The developers, though, will need to be convinced that building housing near the station is the best for all Lodi residents.

Funding Allocated to Measure and Source: The housing development and light commercial construction costs will be borne by the real-estate developers. The City of Lodi will use Redevelopment Agency funds to pay for staff to encourage land use patterns that will support the Lodi Station.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC15.2: Pedestrian and Bicycle Overpasses Where Safety Dictates

Measure Description: This measure provides for ongoing implementation as development occurs.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on available funding and working with Union Pacific Railroad and the Public Utilities Commission.

Funding Allocated to Measure and Source: The City of Lodi has identified Century Boulevard as a good location for a pedestrian/bicycle overpass. However, the city has only received \$39,000 for design of the project. The city needs to find \$105,000 additional funds for design and \$1.2 million for construction.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: TCM1: Traffic Flow Improvements

Measure Description: The CMAQ program is a major funding source for traffic flow improvements. Ongoing flow improvements include commuter rail, a number of signalization improvements, and various corridor improvements.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently designing the Lodi Avenue Signal Interconnect Project. Project should be complete within 48 months. Project requires coordination with the Central California Traction Company. No other locations have been identified as needing synchronized traffic signals.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete project so it applied for and received Congestion Mitigation and Air Quality Funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: TCM4: Bicycle Programs

Measure Description: CMAQ and TEA programs are used to fund bicycle projects throughout the county.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depends on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The city utilizes gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds

disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: TCM5: Alternative Fuels Program

Measure Description: Alternative Fuels Programs are not defined as TCMs, rather they are mobile source control programs. SJCOG has encouraged the use of alternate fuels in our CMAQ programming process.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has already been studied. The City of Lodi was required to submit a plan for its heavy-duty buses: alternative fuel path or zero emission path. The City of Lodi chose the alternative fuel path and is in full compliance. The City's entire bus fleet will be alternatively fueled (Compressed Natural Gas-CNG) upon the arrival of six new CNG buses that were ordered in the winter of 2002.

Funding Allocated to Measure and Source: The City used CMAQ funds from the air district and SJCOG to implement this measure. In order to replace existing CNG buses in the future, or to purchase expansion CNG buses, sufficient federal funding will need to be available.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.
